Miss Anna Holden
1590 N.Decatur Rd.,NE
Atlanta, Ga.
2/4/55

# The Statesman

A Recorder of Georgia Governmental Affairs—Municipal, County and State

Published in the Interest of ALL the People

HAPEVILLE, GA., THURSDAY, JANUARY 27, 1955

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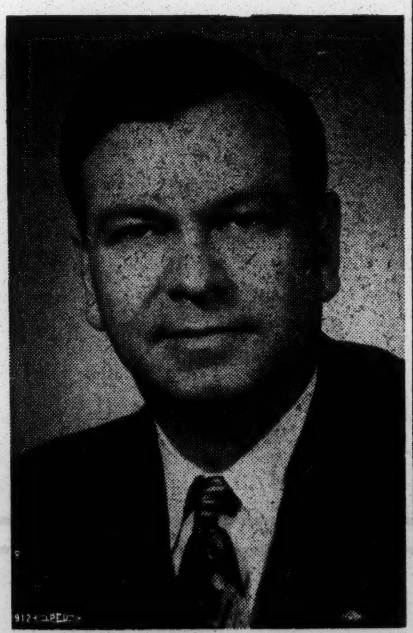
# Federal Road Plans May Mean Much To Georgia

## Herman Talmadge Says:



One of the most comprehensive and accurate magazine articles ever written about Georgia, her progress and her future appeared in the December 27th issue of Broadcasting-Telecasting Magazine, a publication edited in Washington, D. C., for radio, television and advertising executives.

Entitled, "A Billion-Dollar Market Is Booming Along Tobacco Road," it was the work of a conscientious reporter, J. Frank Beatty, who came to Georgia with an open mind to learn the truth about our State. In the true journalistic tradition, he was not satisfied to take the word of a few persons interviewed in Atlanta about what is going on in Georgia. Instead he made a 2,000-mile trip around the State, talking to Georgia citizens and seeing for himself, to get his facts first-hand.

## Proposal Made To Reimburse States For Money Spent On Interstate Highways

### Ambitious Program Calls For Improvement To 40,000 Miles At Cost Of $27 Billion

The President's Advisory Committee on a National Highway Program has issued a report of its findings and recommendations.

It discovered and reduced to statistics what every American motorist already knew—that the highways of this country are overcrowded, unsafe and woefully inadequate and that it is impossible to make them adequate with funds presently available through federal, state and local sources. It proposed to remedy the situation through a revolutionary road-building program the scope of which staggers the lay mind and the cost of which even it could make specific recommendations to

1965 and almost 100 million by 1975.

2. The nation's highway investment per car has dropped from $1,064 to $691 since the war and is being further curtailed with each passing year.

3. Increased weight of vehicles, higher average speeds and heavier axle loads have caused a serious deterioration of inadequately-designed highways.

4. Shrinkage in the purchasing power of the road dollar means that even with increased appro-

businesses are directly connected with highway transport; and one-seventh of the nation's labor force gets its job as a result of highway transportation.

7. A total expenditure of more than $101 billion will be required over the next 10 years to make the nation's highway system adequate for traffic through 1974 and thereafter $70 billion will be required every decade to keep them adequate.

8. The total federal, state and local funds available for highway construction during the next 10 years will be only $47 billion, leaving a gap of $54 billion between available resources and the immediate need.

9. Unless a comprehensive road-building and improvement program is undertaken immediately there is little likelihood that the gap between highway needs and available resources ever can be closed.

### Recommendations

The Committee, therefore, recommended that:

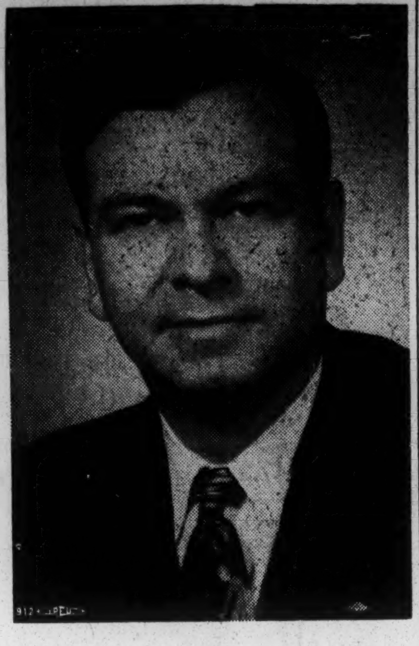
1. The federal government assume primary responsibility for the construction of a modern interstate highway network of 40,000

through the sale of bonds secured by income from the two-cent federal gasoline tax. A special corporation to be known as the Federal Highway Corporation would be created as an independent agency of the government to sell the bonds and handle the financing. It is anticipated that increased income from the federal gasoline tax would be sufficient to pay for the three per cent interest the bonds would pay.

3. The federal government would continue to provide $525 million annually on the present matching basis to the States for improvement and construction of primary and secondary roads not included in the 40,000-mile inter-state highway network.

4. The federal government would continue to provide $97.5 million annually for urban extensions and the forest highway system.

5. States which already have completed portions of the 40,000-mile inter-state network, either on a toll system or freeway basis, would be given credit for their investment with the stipulation that such funds be used to improve other roads on the federal-aid system



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And his report of the things he saw and learned as he traveled the length and breadth of our State is a saga of progress, prosperity and promise guaranteed to thrill even those Georgians who already are aware of the scope of our accomplishments in the present and our plans for the years to come.

## Industrial Empire

Mr. Beatty described Georgia as "the newest industrial empire east of the Pacific—and one of the fastest growing." He said the State has "had its face lifted, its economy refurbished and its agriculture modernized."

"Georgia," he wrote, "with the help of World War II stimulus, is setting an economic pace portending progress beyond the wildest dreams of its once-proud first families. Largest state east of the Mississippi, its natural resources and climate provide magnets that are drawing industrial plants by the hundreds.

"Its cities and farms are wearing modern motifs. New homes are appearing in flocks. New roads are being built. Utilities are expanding their facilities. Banks are multiplying their turnover.

"The Georgia market is modern and active. Georgians live well and spend heavily. The motorist might easily believe he is in Ohio, Michigan or New York State, particularly around the cities.

## "Hear It Growing"

"Georgia is sprouting. To quote Thomas P. Wright, account executive of Tucker Wayne & Co., major southern agency, 'You can hear it growing when you wake up in the morning.' "

Noting that Georgia has been alternately "glamorized" and "painted in the raw" by novelists, Mr. Beatty concluded that while the people of our State cherish their pillared mansions and traditions they "keep them in their pl[illegible]."

[illegible]king an unbiased view of racial problems, the writer observed:

"The State's race problem is typical of the South, and involves deep social controversies, but it is tempered by astonishing economic and cultural progress among the negro population (nearly 40 per cent of the total). . . .

"As to segregation, the Georgian is like most Southerners. A typical comment runs this way: 'We seldom have serious difficulties. The whites live in their sections and the negroes live in theirs. All of us like it that way.'

"Georgia school boards are spending heavily for new buildings and teachers, obviously eager and willing to help the negro acquire higher educational and economic standards. But the Georgia school director is firm, mighty

(Continued on Page 2, Col. 2)

# States For Money Spent On Interstate Highways

## Ambitious Program Calls For Improvement To 40,000 Miles At Cost Of $27 Billion

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It discovered and reduced to statistics what every American motorist already knew—that the highways of this country are overcrowded, unsafe and woefully inadequate and that it is impossible to make them adequate with funds presently available through federal, state and local sources. It proposed to remedy the situation through a revolutionary road-building program the scope of which staggers the lay mind and the cost of which even it could make specific recommendations to cover only three-fourths.

### Findings

This is what the Committee found:

1. There are an estimated 58 million registered motor vehicles in the United States at present, an increase of 87 per cent since World War II, and that number is expected to increase to 81 million by 1965 and almost 100 million by 1975.

2. The nation's highway investment per car has dropped from $1,064 to $691 since the war and is being further curtailed with each passing year.

3. Increased weight of vehicles, higher average speeds and heavier axle loads have caused a serious deterioration of inadequately-designed highways.

4. Shrinkage in the purchasing power of the road dollar means that even with increased appropriations, the average level of construction is not much higher than it was in 1940.

5. Since 1945 the annual number of traffic deaths has risen from 28,076 to 38,300, an increase from 21.2 to 24.2 deaths per 100,000 population.

6. Three-fourths of the nation's annual freight tonnage is moved by trucks; one out of every six gets its job as a result of highway transportation.

7. A total expenditure of more than $101 billion will be required over the next 10 years to make the nation's highway system adequate for traffic through 1974 and thereafter $70 billion will be required every decade to keep them adequate.

8. The total federal, state and local funds available for highway construction during the next 10 years will be only $47 billion, leaving a gap of $54 billion between available resources and the immediate need.

9. Unless a comprehensive road-building and improvement program is undertaken immediately there is little likelihood that the gap between highway needs and available resources ever can be closed.

### Recommendations

The Committee, therefore, recommended that:

1. The federal government assume primary responsibility for the construction of a modern inter-state highway network of 40,000 miles linking all major cities of the nation. The cost of $27 billion would be divided as follows between the federal government and the states: $25 billion by the federal government and $2 billion by the states. The States could continue to be responsible for maintenance.

2. The federal government would raise its share of $25 billion

poration to be known as the Federal Highway Corporation would be created as an independent agency of the government to sell the bonds and handle the financing. It is anticipated that increased income from the federal gasoline tax would be sufficient to pay for the three per cent interest the bonds would pay.

3. The federal government would continue to provide $525 million annually on the present matching basis to the States for improvement and construction of primary and secondary roads not included in the 40,000-mile inter-state highway network.

4. The federal government would continue to provide $97.5 million annually for urban extensions and the forest highway system.

**5. States which already have completed portions of the 40,000-mile inter-state network, either on a toll system or freeway basis, would be given credit for their investment with the stipulation that such funds be used to improve other roads on the federal-aid system or roads which may be approved by the federal government.**

6. No recommendation is made as to the financing of the remaining $27 billion of road work needed to give the nation a completely adequate primary, secondary, urban and rural road program by 1965. It was presumed that this would be a state and local respon-

(Continued on Page 4, Col. 1)

# GROUND BROKEN FOR $2 MILLION CONTINUING EDUCATION CENTER

ATHENS, Ga. — Ground was broken here last week for the University of Georgia's giant Continuing Education Center. Construction is expected to begin immediately.

The modern structure of brick and glass will stand high on South Campus, as the University's old trailer camp area and poultry building make way for the facility which will affect Georgians in every walk of life. The building will cost over $2,000,000.

Dr. Hugh Masters, Center director, and his staff have been working for a year on plans for the building and for the far-flung program which will make extensive use of the mass media of television, radio, motion pictures and printing.

The building, which will be air-conditioned, will contain a 500-capacity auditorium, sleeping facilities for 300, a cafeteria, conference rooms, television and radio studios, and stage and laboratory facilities for producing educational movies.

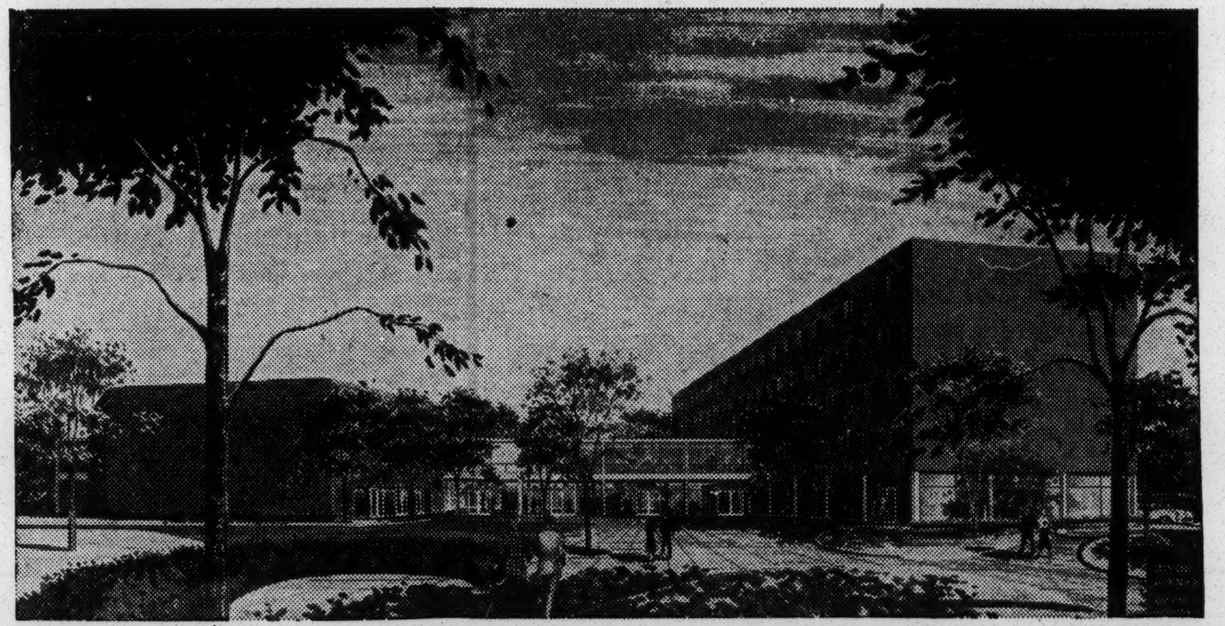
Plans for the building were recently awarded first prize by "Progressive Architecture" for being the best designed building entered in the educational category of its annual competition. Stevens and Wilkinson, Architects-Engineers, drew plans for the building. Lewis J. Sarvis is consulting architect.

Funds for erection were made available by the Kellogg Foundation of Battle Creek, Mich., and former Gov. Herman Talmadge.

When the building is completed, thousands more Georgians than now attend University conferences and short courses are expected to visit the campus annually for study beyond the classroom. The building, designed by Stevens and Wilkinson with Lewis Sarvis as consulting architect, will be surrounded by extensive outdoor meeting and display space. Thomas Church of California, one of the nation's most outstanding architects, will draw plans for landscaping.

The program is expected to be a model for a region and will involve the coordinated use of the University's total facilities in the fields of teaching, research, and extension.

## FOR SERVICE TO GEORGIANS EVERYWHERE



ATHENS, Ga. — Construction will begin soon on this modern structure which will house the University of Georgia's Center for Continuing Education. Costing over $2,000,000, it will be available for Georgians everywhere for education beyond the classroom. The building will include sleeping facilities for 300 persons, an auditorium seating 500, eating facilities, conference rooms, television and radio studios, and stage and laboratory facilities for producing educational movies. Funds for the program were made available by Gov. Herman Talmadge, and the W. K. Kellogg Foundation of Battle Creek, Mich.

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# Imports Of Foreign Meats Prove Glut On Domestic Market

Facts set forth in a recent news release issued by the American Meat Institute show the glaring need for realistic and coordinated farm and trade programs in this country.

This release reports sharp increases in imports of canned meat products from various European countries, including Communist Poland. It uses figures released by the U. S. Department of Agriculture to show that such imports jumped 19 per cent during the first 11 months of 1954—increasing to 103,693,000 pounds against 87,083,000 pounds for the same period in 1953.

These same statistics disclosed that our imports of canned meat increased from 1,575,000 pounds in 1949 to 97,366,000 pounds in 1953. The figure for 1954, the In-

# Herman Talmadge Says:

(Continued from Page 1)

firm, in specifying that segregation must continue despite the Supreme Court."

**Eye-Openers** Let us look at some of the things Mr. Beatty discovered about our state. He found out that:

. . . The cotton-naval stores agriculture of pre-war days has blossomed into a diversified farm system using modern techniques and enjoying a nine-month and longer growing season.

. . . farm income is up 369 per cent and nine of ten farms have electricity.

. . . population is increasing steadily — 3,124,000 in 1940, 3,580,000 in 1954; migration into the state is growing every year; young people no longer are moving out.

. . . Georgia's average family spends $4.00 for every $1.00 spent in 1940; total incomes now reach $4 billion a year.

. . . shopping centers are springing up around the State.

. . . air conditioning is everywhere.

. . . Atlanta is forging ahead of most large cities with its developing system of express roads.

. . . the State is interlaced with 90,000 miles of improved highways "good enough to provide alert patrols with frequent violations of the 60-mile daytime speed limit" and on which the State spent more than $60 million last year.

. . . all through rural and small-town Georgia 20-and 30-foot masts support intricate antenna arrays that pull in distant TV signals.

. . . Georgia households have bought more than their share of labor-saving appliances and have low-cost electricity to drive them.

. . . two-car garages are numerous and Lincoln and Cadillac ownership is high.

. . . cities are spreading out by the mile.

. . . total industrial output now stands at $4 billion a year, six times that of 1939.

. . . major American manufacturing and distributing concerns are swarming into Atlanta and other Georgia cities with new plants and branch assembly units and the government has joined the parade by putting branch offices in Atlanta.

. . . industrial pay is usually good by U. S. standards with 7,500 plants employing 300,000 workers whose out-

# Arbor Day

Georgians who next month will celebrate the sixty-fourth anniversary of Arbor Day in the state will observe the day with a variety of special programs highlighting the everyday benefits of our forest resource.

Arbor Day, to be observed February 19 this year, will be marked in most Georgia schools by tree planting ceremonies. Thousands of school children throughout the state will participate in the annual forestry observance.

Special ceremonies scheduled are designed to honor the state's "green gold" and the leading part trees play in every day life and the state and nation's economy.

The Georgia Forestry Commission will offer special Arbor Day aids for schools to be distributed by the organization's County Rangers and district office personnel to all school teachers, principals, and superintendents requesting Arbor Day program material. Rangers also will offer their services to the schools in presenting tree planting demonstrations and showing pupils other demonstrations highlighting good forest management.

# A Good Appointment

**From—THE ADEL NEWS**

Adel and Cook county people will be happy to learn that Solicitor General Bowie Gray of the Tifton Judicial Circuit has been appointed Judge by Governor Herman Talmadge to fill the two-year unexpired term of Judge W. C. Forehand who has retired.

Judge Gray was an instructor in the schools here and practiced law until 1940 when he became a special agent for the Federal Bureau of Investigation.

It is appointments like this one that make all good citizens proud of the record of Governor Talmadge. If there has been any one thing to cause Governor Talmadge's administration to be as highly successful as it has been, it was his ability to choose capable, honorable men to fill the various duties of state government.

The appointment of Judge Gray will bring to the bench of the Tifton Circuit a man of ability, well versed in the law, a man of unquestioned honesty and integrity.

We congratulate Governor Talmadge on this appointment and the people of the Tifton Circuit upon securing such an able man to serve them as Judge.

Atlanta, Ga.

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These same statistics disclosed that our imports of canned meat increased from 1,575,000 pounds in 1949 to 97,366,000 pounds in 1953. The figure for 1954, the Institute says, will "be a record-breaker; large quantities having arrived during December."

"Imports, according to official figures of the U. S. Department of Agriculture, reached a record total from all European countries of 99,163,000 pounds in 1954, against 77,707,000 in 1953; communist Poland sending 19,717,000 against 14,172,000, or an increase of 39 per cent. Germany, Denmark and Holland also were heavy shippers with 17,152,000 pounds coming from Germany last year against 11,288,000 a year earlier. Imports from Denmark totaled 23,289,000 pounds against 17,365,000. Arrivals from Holland totaled 39,005,000 against 34,942,000.

"In terms of canned hams (and small quantities of other pork were included in the totals) the total imports were equivalent to the hams from about 5½ million hogs. The United States ships to some countries restricted and consequently relatively minor quantities of various pork and other meat or animal products. Communist Poland, however, is not a market for American pork or other products, such as lard, hides, tallow, etc. Dollars obtained from the sale of hams, etc., in the United States may even be used by Poland to purchase in dollar-hungry third countries strategic materials, which under current regulations are not permitted to be exported from the United States to communist countries.

"Again in terms of hams, at wholesale prices in the United States during 1954 these imports were worth about $85,000,000. At retail, in terms of hams, they were worth on the American market something over $135,000,000; the products from communist Poland, which are largely hams, being worth at retail more than $25,000,000.

"These heavy imports, in the opinion of major farm and livestock organizations with which we are collaborating, should persuade foreign countries that reciprocally fair treatment should be given to American products we want to export to them. As it is, the foreign-trade street which should be two-way is being blocked at the other end for American lard, variety meats, dry salt meats, tallows, hides, etc. Interferences include import restrictions of many kinds, such as licensing and quota systems, exchange controls, and tariff differentials such as in Germany where a prohibitively high duty is provided for superior American refined lard, with a much lower duty being imposed on unrefined or prime steam lard. Products derived from animals produced on American farms and ranches should have the same freedom of entry to foreign markets as foreign countries have for the products they are exporting to us in such large quantities."

It is a sad commentary for this country to be importing foreign meats when our own markets are glutted with domestic products and our farmers are having difficulty getting a price for their meat products which will pay for the cost of raising them.

It is even more pathetic when we realize that economic aid dollars which we are pouring into European countries are subsidizing the production of this meat we are importing—and this is happening when our own farmers are refused the protection of rigid price supports here at home.

This is just another glaring case of "big" government in Washington not letting its right hand know what its left hand is doing.

The crying need of this country is for realistic farm and trade programs, properly geared to the demands of our economy and properly coordinated to prevent such abuses as the above-cited.

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. . . Atlanta is forging ahead of most large cities with its developing system of express roads.

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. . . industrial pay is usually good by U. S. standards with 7,500 plants employing 300,000 workers whose output is greater than their northern counterparts.

. . . Georgia is leading the South and stands fourth in the nation in lumber production; pulp and paper production has grown two and one-half times since World War II and now is valued at $239,000,000; and the entire forest industry brings in more than $600,000,000 a year.

. . . cost-minded management is attracted to Georgia by its tax structure which is favorable to industry because the State's debt is low.

. . . Georgia no longer exists sparsely on a one-crop farm system and American agriculture knows no more dramatic stories than the development of Georgia livestock and chicken production.

And on and on he went with his recital of facts of Georgia's development. He devoted special sections to each of the State's five major cities.

## Market for Goods

And his conclusion, addressed to the readership of his publication, was this:

"Georgia is a state of new industry, new agriculture and new life. The economic indices tell a story of a market that no advertiser can afford to overlook."

Georgians are grateful to Mr. Beatty for writing this article and to Broadcasting-Telecasting Magazine for publishing it. They have made a great contribution toward telling the world the true story about Georgia—a story which all too frequently is ignored or distorted by national publications pandering to the so-called liberal minorities of the North and East.

And I hope every Georgia school teacher will get a copy of it and read it to her class. It's a chapter of our history with which every Georgian, young and old, should be familiar.

—**Herman E. Talmadge**

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# New Science Center Could Broaden Scope Of Univ. Research

ATHENS, Ga.—Georgia soil—famed and fertile—bids fair to make a major new contribution to mankind.

The new contribution of the versatile Georgia earth—which produced the cotton of a long-gone Tara and the gold of the ghost town of Auraria — might well be the discovery of some tiny microbe which will check the course of human disease.

At the University of Georgia Dr. Paul R. Burkholder, whose work with pitches of soil from all parts of the world has resulted, among other things, in the development of the antibiotic chloremycetin, is continuing his research —this time an extensive search of Georgia soil.

His research is a beginning which will become more important for him and his colleagues once the University's proposed Science Center become a reality.

He is using, among others, samples of soil from Georgia farmers which find their way to his laboratory after they have been checked by the University's soil testing service. Some farmer whose immediate concern is the potassium and nitrogen content of his soil might be surprised to discover that the soil from his favorite creek bottom land contains bacteria which, when cultivated in Dr. Burkholder's laboratory, might produce an effective disease weapon.

The development of such an antibiotic (penicillin is one of the better-known) for its successful use in everyday practice, however, is long and exacting; much of the work beyond the basic stages must now be done off the campus through cooperating agencies.

The pinches of soil, gathered from near and far are placed in test tubes and agar plates for the purpose of separating out the various individual kinds of soil microbes. Once these are induced to grow as pure cultures consisting of one kind of microorganism thriving on suitable food material, tests are made to determine whether they are able to produce any substance which stops the growth of disease-producing germs, which are carefully kept for just such experiments in the laboratory. An earnest effort is being made in this way to find new drugs for use against bacterial, virus and other diseases which are now difficult to control.

Much of this work which is done in a small way on the University campus in Athens, can be done more effectively once the dream of the University's Science Center is realized.

Once the "test tube" phase in the production of an antibiotic is completed, elaborate tests must be made by pharmacologists—studying the toxicity through work with small and large animals. Safe dosages and manner of giving must be determined. Some drugs for instance, may be safely given by mouth but not by injection.

Then follows clinical analysis and the development by the large pharmaceutical houses of production facilities. The drug must be introduced to the medical profession and its marketing must be planned.

With its Science Center the University will be able to combine and expand the limited but important basic research that is being done in such of its Schools as Arts and Sciences, Pharmacy, Veterinary Medicine, and Agriculture. Further cooperation with the new Eugene Talmadge Memorial Hospital and the Medical College of Georgia would make the University's basic scientific research in this and related fields even more effective as it becomes applied for the welfare of Georgians.

The Sloan-Kettering Institute and Parke-Davis and Co. laboratories (among those assisting and cooperating with Dr. Burkholder's

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talks and demonstrations on the care and use of farm equipment. "All of the major farm machinery companies will furnish equipment and send service managers to help instruct the boys. After lectures and demonstrations the boys will actually service the tractors themselves," the 4-H leader said.

For the first time, Richardson announced, an advanced course will be taught in what he termed "first aid for farm equipment to prevent major repairs later on." He explained that only club members and advisors who have previously attended a tractor maintenance clinic will be given the more detailed course.

Jack Hassell, lubrication engineer, American Oil Company—sponsor of the 4-H Tractor Maintenance Project—will serve as one of the instructors for the clinics. Willis Huston, Extension engineer, also will assist with the program.

The schedule for the district clinics is: Southcentral, Feb. 2-3; Northwest, Feb. 8-9; Southwest, Feb. 10-11; North, Feb. 15-16; Northeast, Feb. 17-18, and Southeast, Feb. 22-23.

## Georgia Youngsters To Get Polio Vaccine, Nat'l Foundation Says

All of Georgia's first and second grade school children, numbering about 175,000, will be given the Salk polio vaccine in 1955, according to plans announced by the National Foundation for Infantile Paralysis. The definite decision to go ahead with the inoculations will await a final determination as to whether the vaccine is effective. This determination will be made in April, when analysis of last year's vaccine field trials is completed.

C. B. McManus, Georgia chairman for the drive, pointed out that the need for funds is greater this year than ever before. The national goal is $64,000,000 of which Georgia's quota is $1,000,000. Mr. McManus said chairmen have been

serve the state's traditional segregated system.

In an interim report to Gov. Thomas B. Stanley, the 32-man commission expressed the view that integration of negro and white pupils "would virtually destroy or seriously impair the public school system" in many sections.

The six-page report—first made by the commission since its creation last August—reviewed the work of the group thus far and set forth the goal of a policy that would preserve segregation "within the framework of the law."

Gov. Stanley issued a statement shortly after receiving the report in which he said he was confident the commission would "bring in a recommendation that will be acceptable to the large majority of the people of Virginia."

In setting up the commission, Stanley let it be emphatically known he favored retention of the segregated system by pledging to use "every legal means at my command" to prevent integration.

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The Hands

—this time an extensive search of

bottom land contains bacteria which, when cultivated in Dr. Burkholder's laboratory, might produce an effective disease weapon.

The development of such an antibiotic (penicillin is one of the better-known) for its successful use in everyday practice, however, is long and exacting; much of the work beyond the basic stages must now be done off the campus through cooperating agencies.

The pinches of soil, gathered from near and far are plaeed in test tubes and agar plates for the small and large animals. Safe dosages and manner of giving must be determined. Some drugs for instance, may be safely given by mouth but not by injection.

Then follows clinical analysis and the development by the large pharmaceutical houses of production facilities. The drug must be introduced to the medical profession and its marketing must be planned.

With its Science Center the University will be able to combine and expand the limited but important basic research that is being done in such of its Schools as Arts and Sciences, Pharmacy, Veterinary Medicine, and Agriculture. Further cooperation with the new Eugene Talmadge Memorial Hospital and the Medical College of Georgia would make the University's basic scientific research in this and related fields even more effective as it becomes applied for the welfare of Georgians.

The Sloan-Kettering Institute and Parke-Davis and Co. laboratories (among those assisting and cooperating with Dr. Burkholder's work) are a long way from Georgia, and their help will always be needed and welcomed. Their connection with a pinch of soil from somebody's backyard in Georgia may be difficult to understand at a glance. But this connection in a small way is a part of America's research goals to which the University hopes to contribute with increasing effectiveness.

Dr. Burkholder, who found his way to Georgia from Pennsylvania by way of the University of Missouri and Yale University—feels that research opportunities in Georgia are incomparable, and he is doing his part to see that the University and the state take advantage of them.

## Tractor Clinics Are Scheduled At 4-H Center

It will be a matter of first come, first served, when the first district 4-H Club meetings are held at the State 4-H Club Center at Rock Eagle Park next month.

Two persons from each county in the six Agricultural Extension districts are being nominated to attend the district 4-H Club Tractor Maintenance Demonstration Clinics.

"We can have only 30 Four-H members and advisors in attendance at each of these clinics. We will just have to accept the first 30 names that are sent to us from each district," R. J. Richardson, State 4-H Club leader, said in a recent letter to county agents.

The two-day schools will feature

Northwest, Feb. 8-9; Southwest, Feb. 10-11; North, Feb. 15-16; Northeast, Feb. 17-18, and Southeast, Feb. 22-23.

## Georgia Youngsters To Get Polio Vaccine, Nat'l Foundation Says

All of Georgia's first and second grade school children, numbering about 175,000, will be given the Salk polio vaccine in 1955, according to plans announced by the National Foundation for Infantile Paralysis. The definite decision to go ahead with the inoculations will await a final determination as to whether the vaccine is effective. This determination will be made in April, when analysis of last year's vaccine field trials is completed.

C. B. McManus, Georgia chairman for the drive, pointed out that the need for funds is greater this year than ever before. The national goal is $64,000,000 of which Georgia's quota is $1,000,000. Mr. McManus said chairmen have been appointed for all Georgia counties and are now perfecting their local organizations. Half of the money contributed is retained by the local groups for use in treatment of patients afflicted by polio.

## Keep Schools Separate, Va. Study Urges

RICHMOND, Va. — Virginia's school segregation study commission last week spelled out for the first time its hope of formulating an education policy that will pre-

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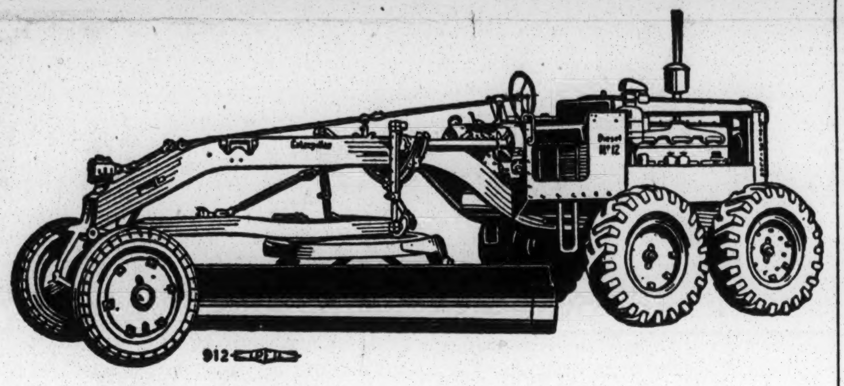

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# Federal Road Plans May Mean Much To State

(Continued from Page 1)

sibility.

In short, the President's Advisory Committee has recommended a program which will provide one-half of the nation's highway needs over the next 10 years at a cost of $2 billion to the states. It would do it through the issue of bonds on much the same basis that the State of Georgia has used authority-type financing to build schools, bridges and institutional facilities.

## Strings Attached

It has been erroneously reported that under this proposed program the federal government would reimburse the States for all toll routes built. That is true only to the extent that toll roads follow the designated 40,000-mile inter-state highway system. Even then, funds reimbursed to the states for toll road construction could only be used on other federal-aid routes as designated by the federal government.

The 40,000-mile inter-state system would be mostly of divided four and six-lane construction with 12-foot traffic lanes and controlled access. All major highway and railroad grade crossings would be eliminated and all rural highways would have a minimum right-of-way of 250 feet. They would be designed to handle maximum traffic columns at speeds of 50 miles per hour in rural areas and 35 to 40 miles per hour in urban areas. They would be so planned that additional lanes could be added as required after 1974 with a minimum of difficulty.

## Georgia's Share

Georgia would receive the following highways under the program:

1. from Chattanooga, Tenn., through Atlanta, to Savannah.
2. from Birmingham, Ala., through Atlanta, to Augusta.
3. from Montgomery, Ala., through LaGrange and Atlanta, to Greenville, S. C.
4. from Macon to Lake City, Fla.
5. from Savannah, through Brunswick, to Jacksonville, Fla.

These are existing routes and under the proposed program they would be expanded into superhighways or four to six lanes to care for the traffic load anticipated in 1974.

State funds now being used to improve these routes could be diverted to other roads. Undoubtedly Georgia would be credited with work done in making superhighways out of these routes, notably on U. S. 41.

Of course, all of these plans are only recommendations and any specific program must await the action of Congress. President Eisenhower is expected to send a message embodying them to Congress shortly and it is believed they will be enacted in essentially the manner proposed, particularly those relating to the 40,000-mile interstate system which is essential to national defense.

## Await Congress Action

It would seem that the wise thing for Georgia to do would be to await the enactment of a specific program by Congress and then adapt its road-building program accordingly. If the interstate program is as proposed, it would appear to be in Georgia's advantage to let the federal government take over the building of these major routes and concentrate its efforts on secondary routes, access roads and farm-to-market arteries. Any plan for the State to undertake a portion of the inter-state route through the building of toll roads undoubtedly would mean complications and federal control which would not be worth the sums the state would realize for other road work.

As the Advisory Committee pointed out, it is essential that some coordinated national highway program be undertaken and soon. It is in the nation's best interests that such be done.

The Committee, which was headed by Georgia's General Lucius Clay, is to be congratulated on the service it has done the nation through its study and recommendations. While some may contend that its plans are overly-ambitious, it certainly can be said that they give us a worthy goal.

# Georgia Gets First Major Radio-TV Parts Plant In South

## General Instrument Corp Builds $1,500,000 Factory To Be Opened Soon At Statesboro

A new $1,500,000 radio TV-electronic components plant—the industry's first major Southern facility—is now being completed by General Instrument Corporation at Statesboro, Ga., as part of a long-range Company expansion plan, Board Chairman Abraham Blumenkrantz announced last week.

Adaptable to either civilian or military production, the new plant gives Statesboro—Bulloch County seat and a leading tobacco, cotton and peanut market—its first industry and a balance to its agricultural economy.

Behind the Company's decision to add a Southern plant to its five others in the U. S. and Canada, Mr. Blumenkrantz stated, "is planning not just for the immediate future, but as much as ten years ahead," which takes into account "both the limitless peacetime horizons of TV and electronics and the danger that the cold war might become 'hot.'

"Given peace, we look forward to 55,000,000 television sets in American homes within five years, to mass production of color TV, to three-dimensional television and other electronic advances which are still just inventors' dreams," he declared. "We expect the Southern television market to grow and our new plant will enable us to produce the components necessary to the industry's expansion. It is in fact, 'prosperity insurance.'

"But the Statesboro plant, 52 miles from the nearest large city (Savannah), is also our 'war insurance policy' for the industry. If the cold war were to ignite tomorrow, a few well-placed atomic bombs might wipe out, or seriously cripple, virtually the whole defense communications industry, now concentrated in prime industrial 'target areas.' We believe dispersion of manufacturing facilities is the answer."

General Instrument, which makes components for almost every major radio and TV set manufacturer, as well as for the military, plans to start production at Statesboro around June 1, Mr. Blumenkrantz said. Employees will be trained in the specialized processes under a State-sponsored program and, as training facilities permit, it is hoped to expand both production and employment, with a goal of 400 to 500 employees within a year and possible eventual employment of 1,000.

"We picked Statesboro for our new plant among several sites available," he added, "because of the caliber of its people, who have made it 'Georgia's best home town,' a good place to live and a good place for industry. We hope to make it an even more attractive home town by offering jobs never before available to its young people, particularly its engineering- and technically-trained men and its young women whose latent talents have been going to waste for lack of opportunities. And as our Southern branch grows, so we hope will Statesboro."

Joining the Company in a "partnership" to help balance the 6,400-population town's farming economy with industry, Statesboro citizens, through the Bulloch County Development Corp., contributed the land for the factory and part of the funds to build it and initiated, with the State Vocational Training Department, a program to train workers in electronic manufacture.

The plant itself — a $1,000,000, one-story aluminum and brick structure, completely air conditioned throughout — will house some $500,000 worth of equipment and is designed not only for complete production flexibility but for employee comfort as well.

Of newest architectural design, the 400 by 250 foot brick-faced building has inner walls of insulated aluminum paneling; spun glass acoustic ceilings to minimize noise; full fluorescent lighting and blue filter glass windows, and an up-to-date cafeteria.

In line with Company expectations for continuous growth, the plant's design and 33 acres of ground allow for expansion when required, without a day's loss of production.

Architects for the Statesboro plant were Bergen and Bergen of Savannah and the contractor was the Jerome Construction Company, also of Savannah. Design and construction were under the overall supervision of Samuel A. Karch, General Instrument plant engineer.

General Instrument with other plants at Elizabeth, N. J., Chicopee, Mass., Danielson, Conn., Joliet, Ill., and Waterloo, Canada, is one of the country's leading manufacturers of television tuners, black-and-white and color TV deflection components, variable capacitors, auto radio tuners and coils for major producers of radio and TV sets and electronic products for defense.

# More Sheep Seen For Ga. This Year

Georgia's sheep industry and its principal sponsor, the Georgia Sheep Breeders' Assn., are getting bigger all the time. At least, so it would seem from the news that came out of the association's recent annual meeting at Experiment, Ga.

For one thing, it was the largest meeting yet held by the group. For another, the keynote was "more sheep for Georgia." In fact, it was predicted by Pete DeLoach, Georgia Extension Service sheep specialist, that between 6,000 and 8,000 more head are expected to be shipped into the state's fast-expanding sheep industry before the spring season ends.

DeLoach forecast that from 1,000 to 3,000 ewes with lambs along side would be imported from Tennessee, North Carolina and possibly other states next month. He said further he anticipates some 5,000 unbred ewes coming in during the spring.

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Georgia veterans received 7,657 GI home loans totaling $80,834,933 during 1954, according to John M. Slaton, Jr., manager of the Georgia VA regional office. This was a 64 per cent increase over 1953. GI loans are made by private lenders with a portion of the loans guaranteed or insured by the Veterans Administration.

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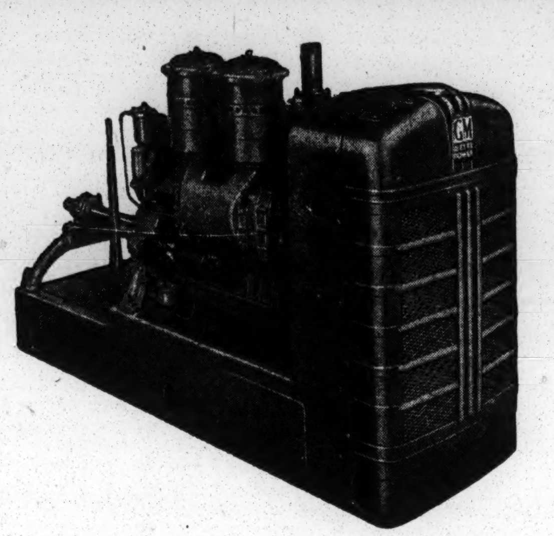

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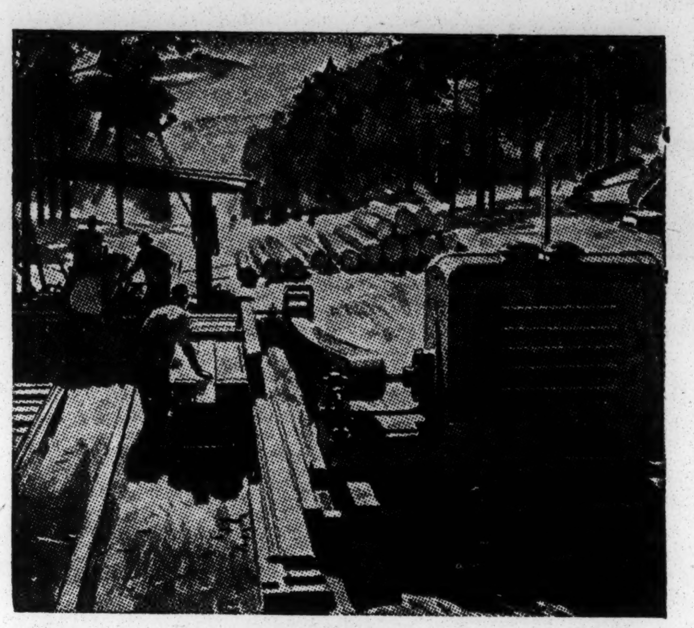

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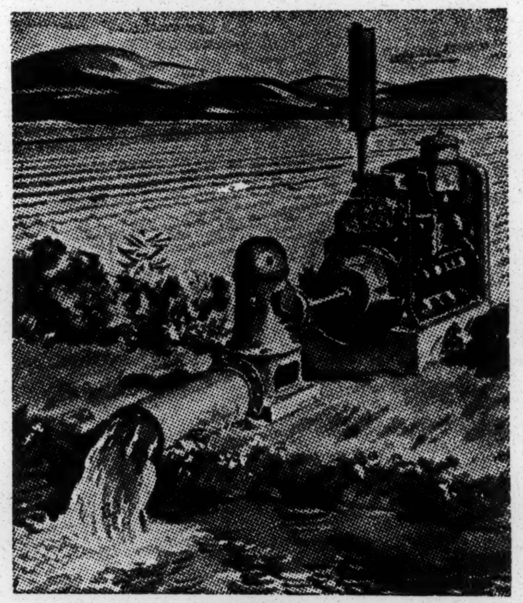

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